

WORK SESSION OF THE GREENBELT CITY COUNCIL held Monday, August 24, 2015, to receive a briefing on the Cherrywood Lane Design.

Mayor Jordan started the meeting at 8:02 p.m. The meeting was held in the Council Room of the Municipal Building.

PRESENT WERE: Councilmembers Judith F. Davis, Konrad E. Herling, Leta M. Mach, Silke I. Pope, Edward V. J. Putens, Rodney M. Roberts and Mayor Emmett V. Jordan.

STAFF PRESENT WERE: Michael McLaughlin, City Manager; Jessica Bellah, Community Planner; and Cindy Murray, City Clerk.

ALSO PRESENT WERE: Emily Clifton, Low Impact Development Center; Matt Johnson and Jeff Lemieux, Advisory Planning Board; Kap Kapastin, Beltway Plaza; and Bill Orleans.

Jessica Bellah, Community Planner, explained that the Low Impact Development Center had been working with the City on the implementation of a Chesapeake Bay Trust grant funded Complete Green Street Project on Cherrywood Lane. She said three concept design options had been presented to the Greenbelt Advisory Committee on Environmental Sustainability (Green ACES) and the Advisory Planning Board for review and design feedback.

Ms. Clifton provided a PowerPoint presentation detailing the three concept design options for Cherrywood Lane illustrating different feasible opportunities for selecting, siting and utilizing low impact development (LID) storm water retrofits and complete street concepts. She noted that the options incorporated the recommendations of the Pedestrian and Bicycle Master Plan, the Greenbelt Metro Area & MD 193 Corridor Sector Plan, Countywide Master Plan of Transportation and the Prince George's County's Phase II Watershed Implementation Plan.

Ms. Bellah said as part of the Greenbelt Station Development Agreement, the developer is to finance construction of a sidewalk on the west side of Cherrywood Lane. Mr. Roberts said he did not think this sidewalk was necessary since there would be a sidewalk on the east side. Mr. Putens agreed. Ms. Mach and Ms. Davis disagreed, noting the sidewalk would be beneficial for pedestrian traffic. Matt Johnson, APB member, reported that the Washington Metropolitan Area Transit Authority (WMATA) would not designate a bus stop(s) on the west side of Cherrywood unless a sidewalk was in place.

Mr. Johnson explained that APB supported Concept Design Option 3 and reviewed APB's comments. Ms. Bellah said Concept Design Option 3 was also the preferred option by staff as well as Green ACES. She noted that this option consists of a central tree planted median, dedicated vehicle turn lanes, and two vehicle travel lanes, and recommends a combination of bio-swales and bio-retention LID techniques. Ms. Bellah added that opportunities are provided for protected bike lanes, on-street parking, and/or specialized bus loading areas to be evaluated and accommodated during more detailed planning processes.

There was discussion regarding parking on Cherrywood Lane. Mr. Johnson commented that there are rarely any vehicles parking on Cherrywood Lane. Ms. Bellah said the Recreation Department had mentioned the need for on street parking on Cherrywood Lane to accommodate overflow parking for events at the Springhill Lake Recreation Center. Mr. Johnson suggested that the rare need for on-street parking be accommodated in another manner.

Ms. Bellah said that Public Works staff estimates the maintenance of the bio-swales/bio-retention areas will require one additional employee. She added that Public Works staff have cautioned that the maintenance aspects of the protected bike lanes could be difficult at times, such as during winter weather events.

Mayor Jordan suggested this may be a good time for the development of a City Green Street Policy. Mr. McLaughlin said he believed that was a Planning MBO but if not, it would be included on the Council Action Report.

Ms. Davis suggested that storm water tax funding from Prince George's County should be used for some of this project. Ms. Bellah agreed, noting this is already under consideration by staff.

Kap Kapastin, Beltway Plaza, asked if it can be required that all auto traffic stop when busses are at the bus stops. Ms. Bellah said staff would advise against this as it is her opinion that designing bus loading areas separate from travel lanes would better accommodate the loading of passengers and handle any increases in traffic associated with future development in the area. .

After further discussion, Council indicated its general support for Design Option 3 but noted that not all the details have been worked out at this time. Ms. Clifton said that these details do not need to be addressed specifically at this point as that will be done in the engineering design phase. Ms. Clifton said proceeding with the final concept design and preparation of the project report will produce a 20 to 30 percent concept design plan and concept design report which includes a phasing plan, calculation of storm water benefits and preliminary cost estimate for construction. It will also include some alternative options for elements which require additional study.

Council thanked Ms. Bellah and Ms. Clifton for the presentation.

Informational Items:

Ms. Davis reported she had attended Congressman Steny Hoyer's Annual Women's Equality Day Luncheon.

The meeting ended at 10:25 p.m.

Respectfully submitted,

*Cindy Murray
City Clerk*